Office of Senate Floor Analyses
(916) 651-4171

UNFINISHED BUSINESS

Bill No: SB 1283
Author: Ashby (D)
Amended: 8/19/26
Vote: 21

SENATE LOCAL GOVERNMENT COMMITTEE: 6-0, 4/15/26
AYES: Durazo, Choi, Arreguín, Ashby, Cervantes, Laird
NO VOTE RECORDED: Seyarto

SENATE JUDICIARY COMMITTEE: 12-0, 4/21/26
AYES: Umberg, Niello, Allen, Ashby, Caballero, Durazo, Laird, Reyes, Stern, Wahab, Weber Pierson, Wiener
NO VOTE RECORDED: Valladares

SENATE APPROPRIATIONS COMMITTEE: 5-2, 5/14/26
AYES: Cervantes, Cabaldon, Grayson, Richardson, Wahab
NOES: Seyarto, Dahle

SENATE FLOOR: 31-4, 5/26/26
AYES: Allen, Archuleta, Arreguín, Ashby, Becker, Blakespear, Cabaldon, Caballero, Cervantes, Choi, Cortese, Durazo, Grayson, Hurtado, Laird, Limón, McGuire, McNerney, Menjivar, Padilla, Pérez, Reyes, Richardson, Rubio, Smallwood-Cuevas, Stern, Umberg, Valladares, Wahab, Weber Pierson, Wiener
NOES: Alvarado-Gil, Grove, Seyarto, Strickland
NO VOTE RECORDED: Dahle, Gonzalez, Jones, Niello, Ochoa Bogh

ASSEMBLY FLOOR: 71-0, 8/24/26 - See last page for vote

SUBJECT: Electric vehicle charging stations: installation: permits

SOURCE: Electric Vehicle Charging Association

DIGEST: This bill expands the requirements for cities and counties to streamline electric vehicle (EV) charger permitting.

Assembly Amendments make technical changes.

ANALYSIS:

Existing law:

1) Allows a city or county to make and enforce within its limits, all local, police, sanitary, and other ordinances and regulations not in conflict with general laws. This includes land use authority and the power to enact zoning ordinances and specify permitting requirements for development projects within their jurisdiction.

2) Pursuant to AB 1236 (Chiu, Chapter 598, Statutes of 2015) and subsequent legislation:

   a) Requires cities and counties to administratively approve an application to install an EV charging station through the issuance of a building permit or similar nondiscretionary permit.

   b) Limits review of an application is limited to the building official's review of whether it meets all health and safety requirements of local, state, and federal law.

   c) Allows a county or city may require an applicant to apply for a use permit if the building official makes a finding, based on substantial evidence, that the EV charging station could have a specific, adverse impact upon the public health and safety. The decisions of the building official may be appealed to the planning commission of the local agency.

   d) Requires that EV charging stations meet state and local laws including the state building code, electrical code, energy code, fire code, and any locally adopted building codes that are more restrictive than state standards.

   e) Prohibits a local agency from denying an application for a use permit to install an EV charging station unless it makes written findings based upon substantial evidence in the record that the proposed installation will have a specific, adverse impact upon the public health or safety, and there is no feasible method to satisfactorily mitigate or avoid the specific, adverse impact. The findings must include the basis for the rejection of potential feasible alternatives of preventing the adverse impact. Any conditions imposed on an application to install an EV charging station must be designed to mitigate the specific, adverse impact upon the public health and safety at the lowest cost possible.

f) Deems an application to install an EV charging station complete if the local building official hasn't identified deficiencies after:

   i) Five business days for applications to construct at least one and up to 25 charging stations at a single site; or

   ii) 10 business days for applications to construct over 25 charging stations at a single site.

g) Deems *approved* an application to install an EV charging station 20 business days after the application was deemed complete for an installation of up to 25 charging stations at a single site, or 40 business days for an installation of more than 25 charging stations, if the building official hasn't acted on the application.

This bill:

1) Expands the requirement for a city or county to administratively approve an application to install an EV charging station to include a station with a canopy or onsite energy storage systems sized to support charging. A qualifying canopy can be up to 17 feet above ground-level and cover up to 5,000 square feet, as specified.

2) Requires cities and counties to update their ordinances to streamline any supporting infrastructure necessary for an EV charging station, including, but is not limited to, battery storage, paving, concrete pads, or utility trenches. Cities and counties must update these ordinances by December 31, 2027.

3) Provides that if a city or county has not adopted a streamlined ordinance as required by law, including the new requirements established by the bill, an application to the city or county building official must include specified information regarding the proposed station, including the location, number of chargers, electrical specifications, site grade, any canopy area, any energy storage system, and documentation demonstrating compliance with all applicable health and safety requirements.

4) Requires California Governor's Office of Business and Economic Development (GO-BIZ) to:

   a) Adopt a standardized form that applicants for EV charging stations may use to submit the required information to jurisdictions that have not adopted a streamlining ordinance; and

b) Develop and publicly post a template that applicants may voluntarily use to document that their applications are complete and meet local requirements.

5) Enhances the existing deemed approved remedy:

a) Requires a city or county, no later than 30 days after an application has been deemed approved, to provide written notice to the applicant of the date the application was deemed approved and identify all permits and authorizations that have been granted.

b) Allows an applicant to proceed with construction of the project described in a deemed approved application prior to receipt of this letter. An applicant using the standardized application produced by GO-BIZ pursuant to the bill is eligible for the same process for deeming an application complete or approved as under existing law.

6) Provides that nothing in EV charging streamlining law shall be construed to limit a local agency's ability to do either of the following:

a) Require plans or supporting documentation that are necessary to verify the electric vehicle charging station, including supporting infrastructure, meets all health and safety requirements of local, state, and federal law, as specified.

b) Conduct inspections or require the electric vehicle charging station, including supporting infrastructure, as built, to comply with all health and safety requirements of local, state, and federal law.

Background

As an alternative to gasoline-based vehicles, California has more electric vehicles (EVs)—and the charging stations used to fuel them—than any other state in the nation. California has established ambitious EV infrastructure and vehicle targets for the state—250,000 shared EV chargers, including 10,000 direct current fast chargers, by 2025. These targets were set to put California on the path to host 5 million zero emissions vehicles (ZEVs) by 2030.

Both EVs and charging stations have grown significantly in recent years, due to a rapidly growing list of state policies that support the adoption of EV technology and infrastructure. Among other steps, the Governor's Office of Planning and Research, now known as the Office of Land Use and Climate Innovation, created several resources to help achieve the goals in the Governor's Executive Order, including a "ZEV guidebook." The guidebook highlights many aspects of ZEV

readiness, including necessary infrastructure, land use permitting guidelines, the need to green local fleets, and options for incentives and outreach to the public. It also offers a number of tools and templates, including a checklist that guides both permit applicants and building department staff through the process of charging station installation.

The state currently has over 1.9 million EVs on the roads and over 200,000 chargers to support them as of September 2025, according to the California Energy Commission. This is more than double the number of chargers statewide in 2022, and nearly five times as many as in 2019.

EV charger streamlining compliance. Not all cities and counties have adopted the expedited permitting requirements of AB 1236 and subsequent laws. GO-Biz tracks local compliance with the state's EV charger streamlining laws through an online tracker and, as of April 10, 2026, 358 cities and counties in the state are fully streamlined, while an additional 77 are partially so. However, the remaining 105 cities and counties are not streamlined.

The EV charging industry reports that local permitting remains a barrier to increasing the number and availability of chargers. The Electric Vehicle Charging Association, which represents charging infrastructure manufacturers, installers, and other companies interested in the successful deployment of EV charging infrastructure, wants the Legislature to further streamline EV charger station development.

Comments

Purpose of the bill. According to the author, "California has led the nation in advancing clean transportation, including streamlining approvals for electric vehicle charging stations that meet California safety standards. But ambiguity in existing law has prevented local governments from streamlining essential additions to electric vehicle charging stations, such as canopies and on-site energy storage systems.

"SB 1283 addresses this gap by allowing local governments to administratively approve critical charging station additions and update their permitting processes by the end of 2027. By making approvals faster, clearer, and more consistent, this bill will help accelerate electric vehicle infrastructure and continue to support California's clean energy and transportation goals."

Business is boomin'. This bill proposes a broad suite of new limitations and requirements on local governments to accelerate EV charging deployment. These provisions include:

a) Expanding the eligibility for streamlining to stations that include large canopies, battery storage, and other supporting infrastructure, which exempts these items from local planning requirements and design review;

b) Establishing a standardized application for EV charging station developers to use in jurisdictions that are not currently streamlined, which enables them to more easily take advantage of the deemed approved remedy in existing law; and

c) Allowing construction to begin without a permit by the local agency if the local agency fails to act on a permit sufficiently quickly.

However, it is unclear that local permitting rules remain a significant obstacle to EV charger deployment. First, the number of EV chargers in California is already rapidly growing, increasing fivefold in the past seven years (from about 42,000 in 2019 to 201,000 to today). Second, other sources of significant delay remain that may have a greater impact on the ability to get chargers up and running. A February 2024 report by Stanford University's Institute for Economic Policy Research stated, "limits on grid capacity are the most significant source of delay, especially when installing DC fast chargers."[1] The report also identified local staff capacity as a constraint and recommended alleviating staff shortages as another means to accelerate permitting, along with technical assistance and grant funding to enact ordinances. This bill does not address these additional challenges, potentially limiting the efficacy of this bill.

FISCAL EFFECT: Appropriation: No Fiscal Com.: Yes Local: Yes

According to the Assembly Appropriations Committee:

- GO-Biz anticipates minor and absorbable costs to develop and publicly post a standardized form and template that permit applicants may use if a local agency has not adopted a streamlining ordinance.

- Costs to cities and counties of an unknown, but potentially significant amount to comply with expanded permit streamlining requirements and to adopt amended ordinances and checklists related to the streamlined

[1] Esther Conrad, Preeti Hehmeyer, and Bruce Cain, *Stanford Institute for Economic Policy Research*. "Overcoming roadblocks to California's public EV charging infrastructure."

permitting of EV charging stations related infrastructure by December 31, 2027. Local costs are not state-reimbursable because local agencies have general authority to charge and adjust planning and permitting fees to cover administrative costs for permitting mandates.

SUPPORT: (Verified 8/24/26)

Electric Vehicle Charging Association (source)
California Electric Transportation Coalition
Chargepoint, INC
City and County of San Francisco
Coalition for Clean Air
Electrify America, LLC
Ionna
Natural Resources Defense Council
Scout Motors INC.
Tesla Motors, INC.

OPPOSITION: (Verified 8/24/26)

California State Association of Counties
County of Shasta
League of California Cities
Rural County Representatives of California

ASSEMBLY FLOOR: 71-0, 8/24/26
AYES: Addis, Aguiar-Curry, Ahrens, Alanis, Alvarez, Arambula, Ávila Farías, Bains, Bauer-Kahan, Bennett, Berman, Boerner, Bonta, Bryan, Calderon, Caloza, Carrillo, Castillo, Chen, Connolly, Davies, DeMaio, Elhawary, Flora, Fong, Gabriel, Garcia, Gipson, Jeff Gonzalez, Mark González, Haney, Harabedian, Hart, Hoover, Irwin, Jackson, Johnson, Kalra, Krell, Lackey, Lee, Lowenthal, Muratsuchi, Nguyen, Ortega, Pacheco, Papan, Patel, Pellerin, Petrie-Norris, Quirk-Silva, Ramos, Ransom, Celeste Rodriguez, Michelle Rodriguez, Rogers, Blanca Rubio, Sanchez, Schiavo, Schultz, Sharp-Collins, Solache, Soria, Stefani, Valencia, Wallis, Ward, Wicks, Wilson, Zbur, Rivas
NO VOTE RECORDED: Dixon, Ellis, Hadwick, Macedo, McKinnor, Patterson, Ta, Tangipa

Prepared by: Anton Favorini-Csorba / L. GOV. / (916) 651-4119
11/6/26 9:26:42

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